parts, the transfer of which would be divided among ſeveral machines; but, ſo far as I can learn, there is no canal in England where 700 tons per day moves through one point; therefore, conſidering every circumſtance, I conceive a ſmall canal, and machinery, adequate to a trade of the firſt importance.

A Com-

A Comparative View *of the* Expence *of riſing* 100 Feet, *by* Locks, *or* Inclined Planes, *the uſual Expence of Locks for twenty-five ton Boats being* 70*l. per foot, and for forty-ton Boats* 100*l. which, in the* firſt *caſe, would coſt* 7000*l. and in the* ſecond 10,000*l.*

In this I ſhall conſider the average of ſituations and circumſtances, as to the form of the ground, carriage of materials, &c. the plane on an angle of 20 degrees.

	£.	s.	d.
Removing 4000 cube yards, in forming the ſlope of the hill, at 5d. per yard, - - - -	82	10	0
To forming the ends of canal, top and bottom, -	100	0	0
536 cube yards rubble walling, at 5s. per yard, - -	134	0	0
268 yards ſquared aſhlar coping, 18 inches thick, 3 feet long, at 15s. the running yard, - - -	201	0	0
536 yards caſt-iron rails, 100 cwt. per yard, 15s. per cwt. - - - - - - - -	402	0	0
Bedding the rails in the coping, lead and pins, 2s. per yard, - - - - - - - -	53	12	0
26 caſt-iron binders to unite the planes, 200 cwt. each, at 15s. per cwt. - - - - -	39	0	0
Two horizontal wheels, eight feet diameter, ſix inches on the face, - - - - - - -	100	0	0
Carried over,	£. 1,112	2	0

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